Carrier INTER-OFFICE LETTER

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MR. L. STURZENBERGER	NEW YORK	(B)		19C MAIN BEARING AND	
MR. T. MARKEY	TR-20	(B)		GASK-O-SEAL REPLACEMENT	
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A procedure that is apparently used often in the field and which could result in premature bearing failure has recently been brought to our attention.

When a new 19C main journal bearing is installed, the old GASK-O-SEAL is used while the bearing is closed up to obtain the clearance with PLASTIGAGE. The new GASK-O-SEALS are then installed after the PLASTIGAGE is removed. This prevents damage to the new seal during the clearance check.

The tolerance allowed on the GASK-O-SEAL is a minimum of .090" and .094" maximum. Some have been shipped at .089". The bearing clearance is .006" to .012".

The following example illustrates the danger of the above procedure:

PLASTIGAGE clearance with new bearing and old GASK-O-SEAL	.006"
Thickness of old GASK-O-SEAL	.094"
Thickness of new GASK-O-SEAL	.090"
Difference between two seals .094 - .090	.004"
Final bearing clearance - clearance indicated by PLASTIGAGE minus seal difference .006 - .004	.002"

FILE INSTRUCTIONS: COMPRESSOR - DRIVER - GEARS

Obviously, .002" is too tight for this bearing. The tolerances could have been in the other direction and the bearing clearance would have been too large.

There are two ways to know exactly what the bearing clearance is after installing new bearings and GASK-O-SEALS.

1) If the new GASK-O-SEAL is used when checking the bearing clearance, the PLASTIGAGE reading will be the bearing clearance. Handled with care, the new GASK-O-SEAL should not be damaged during the clearance check.

2) If the old GASK-O-SEAL is used for the clearance check and then replaced, the thickness of both seals must be "miked". The difference between the two will directly affect the bearing clearance. A thinner GASK-O-SEAL will reduce the bearing clearances and a thicker one will increase it.

AMJ/lue

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